

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: 6c4's and HQ170A's
Message-ID: <199601291306.HAA01208@ns.cyberhouse.com>

>Hmmm- well, the hmmm of my HQ170A is mostly gone at this point, thanks
>to a replacement tubular capacitor (used) - my attempt to filter the p.s.

>Those 6C4 tubes are rascals.

>

>Brien

Boy I'll say....I just had to replace a NEW 6c4 in my HQ170A VHF yesterday
to get the 6 meter band to work at all.

By the way, can anyone offer any info on the usefullness of this beast on
6 or 2 meters? It appears to me that 6 meters is pretty unstable (6c4 again)
and since 2 meters is simply a down conversion to 6 it will be about the
same.

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-482-2763

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Robert King <reking1@ix.netcom.com>
Subject: Amateur Gear in WW II
Message-ID: <199601290620.WAA24069@ix4.ix.netcom.com>

The book, "The Secret War", published by the BBC as a supplement
to their TV series of the same title, has a nice picture of a
Hallicrafters S27 in aircraft-type shock mounts as used by the
British during WW II. The caption is as follows:

"A Hallicrafters S27 VHF receiver. These sets were ideal for
intercepting German air-to-ground signals, since they covered
all frequencies from 10 metres (28 MHz) to 2 metres (142 MHz).
This included Knickebein transmissions and both X- and Y- Gerate.
In addition these sets were used by 'Y' Service to monitor
German aircrew radio traffic"

Note: Knickebein and Gerate were radio beam systems operated
by the Germans for navigation and target location during the
Luftwaffe's bombing of England. 'Y' Service was a British

signals intelligence operation.

Bob King

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Amateur Gear in WW II
Message-ID: <51447.ddillman@igc.apc.org>

On Mon, 29 Jan 1996 00:20:59 -0600 (CST),
Robert King <reking1@ix.netcom.com> wrote:

>The book, "The Secret War", published by the BBC as a supplement
>to their TV series of the same title, has a nice picture of a
>Hallicrafters S27 in aircraft-type shock mounts as used by the
>British during WW II.

The TV series itself is outstanding and highly recommended for those
with an interest in the technology used in WWII, especially by the
British. I purchased the complete set a number of years ago.

In the sequence with the S-27, the narrator is sitting in a British
aircraft (sorry, I can't remember the type) in front of the S-27
telling the story of how they were all bought up at the beginning of
"The Battle Of The Beams" over London. Then, he throws the switch to
turn on the S-27 and we hear the dynamotor spinning up and get a close
up shot of the illuminated dials of the receiver. Ahhh.

While it's a sequence we would all enjoy, it also indicates the level
of production values for the series: no flashlight stuck behind the
dial to simulate an operating receiver. No, the genuine article in
the proper aircraft, powered as it was when in use.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Nickels, Bob" <RNickels@P16.IL50.micro.honeywell.com>
Subject: AR-88 info?
Message-ID: <310CF68E@mail_gw.micro.honeywell.com>

Some of you may remember the "free" AR-88 that was posted here a couple of months ago. As the proud new owner, I'm here to tell you that "there ain't no such thing as a free radio", at least not after crating and shipping a 66 kg. BA from the UK!

I'm looking for a manual if anyone has one they'd be willing to copy for me.

This was my best DX to date for BA acquisition. The sender did a good job of protecting the radio to survive the rough handling it was bound to receive. (One advantage of a true classic BA - its too darn heavy to toss around!) The biggest casualty was the S meter, which I soon learned was not the stock meter anyway. The wires to the meter look original, but from the photo in Moore's book, the light-colored area behind the right-hand panel bezel doesn't look much like an S meter to me. Can anyone clear this up? I'd love to find either a replacement S meter for the AR-88 or a copy or photo of what is supposed to be in this bezel area if anyone can help...

This is the first AR-88 I've even seen in the flesh. While I have no way of knowing if it is true, I'm going to always believe it spent WWII in a British listening post, intercepting German U-boat transmissions for the cryptologists at Bletchley Park.

Thanks for any help - and for indulging my fantasy!

73, Bob KE0T

rnickels@p16.il50.micro.honeywell.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996

From: "Dick Dillman" <ddillman@igc.apc.org>

Subject: Re: AR-88 info?

Message-ID: <52793.ddillman@igc.apc.org>

On Mon, 29 Jan 1996 10:33:03 -0600 (CST),

Nickels, Bob <RNickels@P16.IL50.micro.honeywell.com> wrote:

Thanks for the update on the AR-88, Bob. I inquired about that receiver too - one of the hundreds who did so, probably - but declined having already shipped a RACAL RA-17 from the UK to San Francisco. I'm glad to hear it's come "home".

>This is the first AR-88 I've even seen in the flesh. While I have no way of
>knowing if it is true, I'm going to always believe it spent WWII in a
>British listening post, intercepting German U-boat transmissions for the
>cryptologists at Bletchley Park.

>

>Thanks for any help - and for indulging my fantasy!

Bob, as a person who leads an active fantasy life, I have absolutely no doubt that the radio was used in exactly the way you describe.

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: ARW-26??
Message-ID: <199601291930.NAA07240@wrdis01.robins.af.mil>

Does ARW-26 ring a bell with anyone? A fellow heavy-metal lover in the office is asking....

Thanks,

Larry, KQ4BY

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Ray Johnston <visions@gate.net>
Subject: ba.wanted List Now Ready!
Message-ID: <Pine.A32.3.91.960129101011.42748A-1000000@navajo.gate.net>

I apologize for the delay, but the Wanted list is now updated and in place. PLEASE request a copy of the list and check it if you have anything listed on it. In the change of responsibility, and updates from multiple sources, I would like to check that it is now accurate. Now that I have managed to drag myself out from under the flu, the list should be updated in a timely manner. I would ask you to notify me when you no longer need the listing, so that it can be removed.

For now, the list is named ba.wanted and is requested by sending an email message to listproc@theporch.com with a blank subject and a message body of:

get boatanchors ba.wanted

If you wish to get an index of the available files, you send the command:

get boatanchors index

You may issue multiple commands in the body of the message, one per line.

Enjoy, and thanks to the list owners for providing us with this service.

73

Ray

Ray Johnston (visions@gate.net) Boca Raton FL USA

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996

From: David Stinson <72227.1640@compuserve.com>

Subject: Re: BC-375, ART-13.

Message-ID: <960129133129_72227.1640_EHM83-2@CompuServe.COM>

Hello Jan and All.

I have both the BC-375 and the ART-13 on the air and they're a ball to work with. The BC-375 is my favorite, being the granddaddy of modern military aircraft radios.

During the war they put what they could get their hands on into everything that would fly. The BC-375 saw service in all the army bombers, even up to the B-29! In the 29 it was replaced by the ART-13 as soon as they could get the stuff to put one in.

In the B-24, BC-375s were used throughout the war. If there was a B-24 or navy PB4-Y (navy B-24 patrol U-boat bomber) with an ART-13 in it, I've never seen it documented.

In the B-17, the BC-375 was used until the middle of the last model, the B17-G, when most were switched to the ART-13.

Niether the BC-375, nor the ART-13 were "replaced" by the command sets. The two radio systems had different missions. The BC-375/ART-13 and it's BC-348 receiver were used as "liason" sets, communicating with headquarters, control towers, ground or ship units, or other groups. The Command Sets were used to talk plane-to-plane, as with a squadron leader giving orders to his group to tighten formation.

Don't let anyone tell you the BC-375 is "useless on phone."

That's a myth. The rigs FM because people improperly align them and the fix is easy as pie.

I'll write you about it if you're interested.

I've been trying to get an article together for ER about the 375 for months, but family crisis gets in the way, plus the fact that I keep finding out new things!

I agree about using the DY-17 with the ART-13. Only way to fly. You'll need one hefty 24 VDC supply, or do like I do and hang two car batteries across the line.

More on all this later. Gotta go to work.
73 DE Dave Stinson AB5S/7
72227.1640@compuserve.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Re: BC-375, ART-13.
Message-ID: <Pine.SOL.3.91.960129090146.13575C-100000@iglou>

> The BC-375/ART-13 and it's BC-348 receiver were used as

I picked up a beautiful BC-348-0 at the St. Charles, Mo. hamfest Saturday. This one still has the dynamotor inside. I rigged up a 24volt supply and she purrs like a kitten. The I.F. needs peaking on the xtal frequency though.

I had been wondering which WW-2 xmtr was it's mate. I'd like to find a nice BC-375. I had the ART-13 many years ago but didn't care for all the auto-tune gadgets.

What does the last letter mean? I've seen several. Mine is an "O" model.

Should I leave the dynamotor in it and put up with the noise or convert it to a dc supply?

What is the -18v from the dynamotor used for? Could this be eliminated by grounding this point?

Why did they put the "OFF" position in between AVC and MVC? Why would they want you to turn it off to change between functions?

Is there another, smaller transmitter that would make a nice match?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Sandy Blaize <70401.134@compuserve.com>
Subject: Re: BC-375, ART-13.
Message-ID: <960129180753_70401.134_IHD34-2@CompuServe.COM>

Dave,

Good comments! A lot of people don't realize that "VHF" was new and SECRET! Brought on by the SCR-522. Air-ground and air-air communication was all on HF. I know the younger set doesn't know that the civilian frequency for light aircraft was 3105 Khz. (later changed to 3023.5 Khz.) You used a watt to

5 watts to talk to the towers who in turn responded on 278 khz or another LF frequency! Most of the light planes carried a very small AM transmitter and a tunable LF receiver that covered 200-400 Khz. That is the ones that were radio equipped! A short wire antenna from a forward mast to fin tip or from wingtip to fin tip was the usual fare. Navigation was usually done with a loop equipped 200-400 receiver. (Radio Compass) No OMNI and TACAN or VORTAC in those days. Before OMNI stations became common, the "Radio Range" was common using an Adcock antenna array. This sent out four "beams" on LF. You would hear

a continous tone if you flew on the "beam". Stray to one side and you got a Morse "A". Stray to the other side and you got a Morse "N". Simple and it worked. You were limited to only four fixed "radials" though. The present day NDB (non-directional beacon) is a throwback to that era.

VHF and OMNI came along and wiped away all that. (Unless you fly in South America in the "bush" where they still use HF/SSB and "beacons" daily)

73,

Sandy W5TVW

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Brother label Makers
Message-ID: <UPMAIL03.199601271615310417@msn.com>

Does anyone have any experience with the little and somewhat expensive Brother label makers for relabeling boats. I know you can change the fonts, the size and get a choice of color tapes for them. Just curious.

Also, anyone know a font that would match the hallicrafters name. I tried about all of them included in windoze 95 but can't find one that would give me the flat top and bottom small "c"'s.

al fritsche

fritsche@msn.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: Bulbs In German Code Gear
Message-ID: <Pine.3.89.9601290941.A25057-0100000@inet.uni-c.dk>

I have some spare bulbs for ENIGMA

Rgds Rag

On Sun, 28 Jan 1996, Richard Brisson wrote:

>
> As I am sure most of you know, some German gear used screw-in bulbs
> in their crypto such as the Enigma. The unusual thing about them is that
> the bulb head is flatter more than round. I would estimate that the glass
> portion is about 3/16 of an inch high with the lower half of the glass being
> frosted. On the metal screw housing portion, you observe "Durlux 3.5V 2A"
> stamped on it. Was/is Durlux German ?
>
> There are only 3 of the 27 bulbs (26 + 1 spare) which are flat headed
> as above and even then I am not certain they are original.
>
> In any event, I would entertain purchasing 3 dozen of 3.5v flat head
> bulbs if I knew of a supplier/manufacturer.
>
> Any, any, any advice or direction would be most appreciated.
>
> Richard.
> -----
> Collector of Crypto and IFF Gear
> and almost anything with rotors or A,B,C,D,E,...,X,Y,Z on it !
> HAGELIN GRETAG HEBERN KLEINSCHMIDT ENIGMA KRYHA GEHEIMSCHRIBER
> M-209 ROCKEX TYPEX CRYPTO AG TELETYPE Corp
> Richard Brisson hagelin@magi.com
> -----
>
>

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: g.elliott1@genie.com
Subject: Collins 51S1 Receiver
Message-ID: <199601290459.AA186121574@relay1.geis.com>

I have just acquired a 51S1 receiver, "Meatball" with serial number in the

5xxx range. Receiver looks good and seems to play fine. I probably would be interested in using this receiver to trade for other collins s/line equipment. What is this receiver worth so I will have some idea of the value. I have already had somebody offer to trade me a 75S3B & 32S3 s/line for the receiver. Which made me really wonder what the value of this receiver really is. Thanks in advance for any comments, 73 Gary

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Barry L. Ornitz" <u856010@eastman.com>
Subject: Displaying Antique Tubes
Message-ID: <Pine.ULT.3.91.960129092226.19403C-1000000@dua150.kpt.emn.com>

James Rybak, W0KSD, asked about hardwood bases for displaying old tubes. I do not know of a commercial source for these, but if you wish to make your own, I have a complete set of the JEDEC tube base outlines. These give all the dimensions and locations of tube base pins for ANY standard tube. I will be happy to photocopy individual pages for those interested. Note however, that I will need the STANDARD BASE NUMBER, not the tube type to look these up. For some of the popular sizes (like octal), I might be talked into using a CAD program to generate a drilling template.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: jmartin@hrlban1.aircrew.asu.edu
Subject: Displaying antique tubes
Message-ID: <SA39+FaE1la@hrlban10.alhra.af.mil>

Antique Electronic Supply offers attractive wood bases for displaying antique tubes. They're round (turned on a lathe) and resemble a small doughnut whose hole didn't quite make it all the way through. The outside of the tube pins bear against the edge of the hole. I believe they come in two sizes.

73, John Martin

jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Barry L. Ornitz" <u856010@eastman.com>
Subject: Re: ER ad & RETURN ADDRESSES
Message-ID: <Pine.ULT.3.91.960129085651.19403B-1000000@dua150.kpt.emn.com>

On 27 Jan 1996, Frank Scutch III sent me the following email:

> Barry:

> I'm not sure if this is your correct email address but am wondering if I can

> use this medium to send in my ER advertisement. If no, no problem - I will
> continue to fax it in. Thanks.
> Frank, WB4AYJ

I apologize to the list in advance for having to reply here, but Frank's message to me did not have a return address. I am not trying to pick on Frank, but this seems to be a more frequent problem than it once was. Reading the full headers on his message, I can see that it originated at a Motorola site - and I would bet he is using a Microsoft Office mailer too. I have had similar problems with other Motorola sites and with many people using AOL.

The best way to handle this is, of course, to have your system administrator insure that all the necessary address information is present. Barring this, __PLEASE_INCLUDE_YOUR_EMAIL_ADDRESS_IN_YOUR_SIGNATURE__. This is particularly necessary if your mailer makes changes in your address such as our company system does. This is why I include a "Reply To:" line in my header information.

To quickly answer Frank's question, Barry Wiseman of _ER_ is the other Barry on this list!

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: Great BA Web page!
Message-ID: <9601291134.AA01468@server1.codetel.net.do>

Three cheers for John, WB50AU/4, for a really nice BA Web page. This is an excellent complement to our e-mail QS0s! FB!
de N2CQR/HI8

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: oranges@FRB.GOV
Subject: index or info on army's P.S Preventive Maint Monthly?
Message-ID: <10d54410@ccmail.frb.gov>

Hello BA'S,

This weekend I was in a used book store and found
a July 1974 copy of the Army's magazine
P.S the Preventive Maintenance
Monthly and looking in it there is
a section on Communications Maintenance.

My question is does any one know if
there is an index and if reprints can be
gotten.
The issue number is 260 for a monthly in 1974 that
would put issue 1 in about 1953,
that is when some of our boat anchors
were in service with Uncle Sam.
I would be looking for info on TV-7's

Also, Handbook of Electron Tube and
Vacuum Techniques by F. Rosebury
is back in print through A.I.P., their
phone number is 800-488-2665 and at
a cost of \$35.00
The book to read if you want to make
good Quality Fire Bottles .

Fred Bohner Arlington, Virginia
Email address is oranges@frb.gov
MESSAGE FOR PERSONAL USE NOT OFFICIAL USE

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: MIKE SANDERS <ks0f@basic.net>
Subject: Re: Johnson Invader - I asked about it...
Message-ID: <199601291552.JAA21120@basic.net>

At 09:30 PM 1/28/96 -0600, you wrote:

>

>For those who care or are interested - I'd asked about the EFJ Invader a
>week back - one had shown up and offered to me as a possible new member
>of the BA Tribe here. (Ranger, Viking, Navigator etc. fun names).

>The thing looks OK - and I was all ready with my Variac to do the startup
>when.... and I WAS warned - there is an external power cable that goes
>between the bolt-on power supply and the main rig chassis. No cable.
> I was told about this by BA Listers, yes, but I thought when I looked at
>the thing it was the internal cable. Not. That's something else entirely.
>So, nonetheless, I appreciate the warnings I got - just not so obvious

Greetings, I do not know about the low power Invader personally but I
suspect that it is the same as the high power model which I do know of.
The cable from the low power supply to the transmitter does not NOT NOT
include a ground from the two units. If the supply is not bolted to the
main chassis or High power supply and PA...YOU HAVE NO GROUND. CAUTION.

73 de KS0F

P.S. My previous post to you may not have been clear. This is a SAFETY

consideration first. Then you can figure out why the PA 6146's are running away. (no ground, no cutoff bias..etc.etc.)

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996

From: berg stephen erik <z931086@corn.cso.niu.edu>

Subject: Knight T-60

Message-ID: <Pine.3.89.9601291330.A5784-01000000@corn.cso.niu.edu>

Mike's post about the Knight T-50 got me to thinking about my humble beginnings in Ham Radio. When I was a youngster, we kids were expected to make ourselves scarce at family gatherings, so my cousin Doug and I would hole up in his room. He let me play dxe with his all American five receiver on the bc band. One fateful night when I was about 6 or 7, he showed me a neat book. It was a 1942 ARRL Defense Edition Handbook. I was soon hopelessly hooked. Some friends of my Parents gave me a console Philco that covered the 20 meter band. I was soon listening to the AM operation there. Then I built a Heath Gr-91 receiver. It didn't work, so I took it to the local TV shop. They got it working. I tried to improve it. They fixed it again. And so forth. By this time I was hooked, so I took my Dad's tape measure and measured the distance between all the trees on the family lot. I had two that were the right distance apart for a 160 meter dipole, but climbing those two big oaks was pretty daunting. Besides, there was no Novice operation there, and I was studying for my ticket at full throttle. There were no pairs for 80 meters. Fortunately, there were two trees 70 feet apart right near my bedroom window. That meant that 40 meters got the nod. I scaled the hickory and the oak and strung up my dipole. I then bought a BC-455 from Alco Electronics for about 10 bucks, and followed the instructions in Popular Electronics to add a power supply and get it up and running on 40. All right, you purists can stop heating up the pot of bubbling oil for me, at that time those were cheap and plentiful. I had to replace most of the caps, and that was in the early 1960's. It was good training for my future boatanchor restorations. I put in a pot, and made the first IF stage regenerative to improve the CW selectivity. I found a factory wired Knight T-60 from a fellow in the Barrington High School Ham Club, and by that time I had my license WN9JML. I was on the air for under 50 bucks in 1963. I had trouble keeping the dipole up, so my Mother gave me a Gotham V-80 vertical for my birthday. I never did have much luck tuning that lousy antenna, but I still had a ball with the 40 meter novice band. Eventually, one of my high school buddies borrowed the transmitter, and "modified" it. He did such a thorough rework that I wound up scrapping it. I loaned the ARC-5 to a friend's son to let him listen to shortwave. He lost it. I left the Gotham at a house I rented when I moved out. The only piece of equipment left from my first station is my Johnson Speed-X straight key. That is screwed down to the desktop. I migrated to VHF, and spent the next 20 or so years up there, but that is another story.

73,

Steve WA9JML
z931086@corn.cso.niu.edu

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "Stanley L Flegler" <flegler@pilot.msu.edu>
Subject: Need FT-243 or plug
Message-ID: <199601291341.IAA04913@pilot15.cl.msu.edu>

I need one of those plastic two prong plugs that fits in place of an FT-243 crystal or I need an FT-243 crystal so I can make it into a plug. Can anyone help me out? 73 Stan K8RPA, flegler@pilot.msu.edu

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Re: Need FT-243 or plug
Message-ID: <Pine.SOL.3.91.960129085725.13575B-100000@iglou>

Try Radio Shack. Cat. nr 15-1198, price \$1.48 for plug and socket. Last time I checked, those tv twin lead plugs were mates for FT-243's. I use one on my transmitter here.

> I need one of those plastic two prong plugs that fits in place of an FT-243
> crystal or I need an FT-243 crystal so I can make it into a plug. Can anyone
> help me out? 73 Stan K8RPA, flegler@pilot.msu.edu
>

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Andy Wallace <wallace@mc.com>
Subject: Re: Pre-World II Collins
Message-ID: <9601291245.AA00587@taku>

----- Begin Included Message -----

From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Pre-World II Collins

Just finished looking through some back issues of QST, specifically, 1935 and 1936. Inside the front cover of each month it seemed as if a new Collins transmitter was featured. Of course, this is 60 years ago; however, I wonder why there are so few of these transmitters. I never hear of anyone talking about these sets.

Dave, W3BJZ

----- End Included Message -----

Electric Radio did a series on some of these early transmitters. The Electric Radio index file is at the listproc; send mail to listproc@theporch.com, and make the message

index boatanchors

and you'll get a list of files. Then send another message with

get boatanchors filename

where filename is the name of the BA file you want. Anyway, there were several articles and some nice pictures of these things. I'd love to have one -- or any preWar tx -- to go with my now-working 1935 Hammarlund Comet Pro.

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Chuck Penson <penon@sci.mus.mn.us>
Subject: Re: Proper glow for OB2
Message-ID: <310CE303.6720@sci.mus.mn.us>

Nina West wrote:

>
> I powered up my AN/URR-13A and noticed that the OB2 has a bright orange-red
> glow. The other voltage regulator, an OA2, had a jumpy purple glow but

<snip>

Fred,

The OB2 is filled with neon (red/orange glow). Most of the other voltage regulaltors are filled with argon (blue).

> Both the OA2 and OB2 have the radioactive warning symbol.

Hmmm. Am not sure what that's all about. I have a number of each of these and none has that symbol.

--

Chuck Penson
Education Division
Science Museum of Minnesota

penson@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Farady

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: R-392 Question(s)
Message-ID: <199601291425.GAA27230@ix5.ix.netcom.com>

I've been aligning my R-392 and happened across an interesting problem that I've not yet been able to solve.

When I feed an unmodulated RF signal into the receiver on the lower frequency bands (7 Mc. & below), I hear what seems to be modulation on the signal - even though the RF input is unmodulated (I verified this with two different signal generators).

Its level, and pitch (that is, modulation frequency) differs, according to the band. On some of the lower bands there is just a hint of modulation, even with a very large input signal. 7 Mc. is probably worse, but even then it takes a fairly strong signal to make it noticable, but noticable and annoying it is.

Has anyone ever seen a problem like this? My first suspect was the first crystal oscillator/mixer circuit, as these stages are only used at 7 Mc. and below. However, I haven't been able to find anything wrong except for what appears to be an AC waveform (about 600 cycles) superimposed on the oscillator's signal (not as a modulating signal (multiplied), but additive instead) - my guess is this is what is producing the carrier effect, but I haven't figured out how.

Any ideas what could be causing this low frequency oscillation, and

how to get rid of it?

Besides that, the R-392 seems like a fine receiver, although I have a couple of dead bands (bad crystals), and the sensitivity on 10 meters leaves alot to be desired. And I'm getting pretty fast at pulling off front covers, removing subassemblies, and then putting it all back together again (with only a minimum of parts left over).

Is anyone parting out an R-392 (I need some crystals!).

Thanks,

- Jeff, WA6AHL

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>Sacred Cow and WW-II Gea
Message-ID: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

RE>Sacred Cow and WW-II Gear

1/29/96

The radio was probably an ARC-21 xcvr, probably the most frustrating mass of metal ever produced by RCA. It had two 4-65's in the final, and two in the modulator. It was later refitted as a SSB rig a'la ARC-38A, and was known as the ARC-65.

Scott

(collector of any and all postwar airborne HF and UHF rigs)

> I bought a bunch of stuff from an old timer some years back. In the
> pile of stuff was a pair of 4-65's that had a handwritten note stuffed
> in the box they were in. The note said these tubes came from the tx on
> President Trumans Holy Cow plane. I had no idea what this meant. I knew
> of Truman of course but had never heard of the plane.

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: jmartin@hrlban1.aircrew.asu.edu
Subject: Sacred Cow and WW-II Gear
Message-ID: <SA39+7bC1la@hrlban10.alhra.af.mil>

Mike Sanders wrote:

> I bought a bunch of stuff from an old timer some years back. In the
> pile of stuff was a pair of 4-65's that had a handwritten note stuffed

>in the box they were in. The note said these tubes came from the tx on
>President Trumans Holy Cow plane. I had no idea what this meant. I knew
>of Truman of course but had never heard of the plane.

=====
The plane was known as the Sacred Cow. I believe it is on display at the
Pima Air Museum in Tucson, AZ (a place well worth the visit, BTW).
73, John Martin
jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: T-50's and VK QSOs
Message-ID: <9601291047.AA00917@server1.codetel.net.do>

All those being swept up by T-50 nostalgia should take a look at Tom Adams'
excellent article in January '96 Electric Radio. Its a great description of
"the little transmitter that could" plus a really cool photo of Tom's T-50
sitting beside his BC-348.

I was a DX-40 man myself. I now have an HQ-100 sitting here waiting for a
transmitter...

Mike's comment on waking his parents up after his VK contact brought back
memories. My folks were the victims of a contact with ZL2ACP on 14 April 1974!
Vic's address was RD 2 Onga Onga, Waipawa, New Zealand. How's that for an
address for a novice to put on an outgoing QSL!

73 de N2CQR/HI8
w.meara@codetel.net.do

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: "James T Hanlon" <JTHANLO@sandia.gov>
Subject: Tek 454 Scope

Looking for a manual for a Tektronix 454 scope or a place to find one.

Tnx,

Jim Hanlon, W8KGI, jthanlo@sandia.gov

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996
From: Stanley Siegel <SIEGELS@turing.law.nyu.edu>

Subject: Test Gear for sale

Message-ID: <s10cd719.001@turing.law.nyu.edu>

I bought a Hickok 600A tube tester plus CA-4 adapter from Peter Gerba (on this list) last week, but I'm keeping only the CA-4 adapter, which I am using with another Hickok tester. I have cleaned, checked and calibrated the 600A, and would like to sell it (for much less than I paid for the combination). Asking \$75 plus shipping. Electrically, it's perfect. Cosmetically, the case is quite worn, but the instrument itself is good. Tests everything from 4-pin through 9-pin miniature; it's about the civilian equivalent of the TV-7.

I also have a Boonton 93AD digital AC microvoltmeter. It measures true RMS up to 20 mhz, full auto-ranging, 3 1/2 digit readout plus auxiliary meter calibrated in db. This is a lab-quality instrument, with current certificate from the calibration lab. Condition is perfect, in and out. Only problem: it's expensive -- asking \$350 (our friends at Tucker sell these for \$1,600 when they get them, but that price is outrageous).

If anyone is interested, contact me by direct email. Thanks,

Stan, W6TJS
siegels@turing.law.nyu.edu

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996

From: Bill Meara <w.meara@server1.codetel.net.do>

Subject: THE OLD MAN in Puerto Rico?

Message-ID: <9601291213.AA02080@server1.codetel.net.do>

At 1030 UTC on 29 January I called CQ in the 80 meter novice band. I got a call back from a strong station with the kind of slight drift that suggested I had reached a boatanchor that was still warming up. Sure enough, NP4T told me he was running an HT-44 and an SX-117. I was running my HT-37 and a Drake 2-B. I was very happy at this rare Halli to Halli Caribbean QSO, but what really blew me away was NP4T's very FB name: HIRAM! (Eerie music rises in the background...)

73 de N2CQR/HI8

w.meara@codetel.net.do

From boatanchors@theporch.com Mon Jan 29 14:41:04 1996

From: Henry van Cleef <vancleef@bga.com>

Subject: Re: WWII Ham stuff

Message-ID: <199601291725.LAA12774@zoom.bga.com>

As MIKE SANDERS said

>

> Greetings Gang,

(snippity)

> I believe he said Holy Cow was

> not right but some other something Cow term was right. Also during this

> conversation Gene stated he had seen lots of ham gear in hangers and other

> storage places that the government had acquired from hams including home

> brew. Apparently lots of the stuff was not suitable for any use for them

> and they just stored it. Fuzzy Fuzzy memory but I believe close and some

> evidence of the military/ham gear connection in early WWII.

>

Harry S. Truman? The man who proved that any man can aspire to be president? (Don't step in the oompah, Harry!). I wear my "Dewey Defeats Truman" t-shirt with pride. Hoping that I can pick up a Dole Defeats Clinton t-shirt to match soon. (For those too young to remember, Truman was re-elected in 1948---the headline appeared in the Chicago Tribune).

The airplane was a Douglas C-54 (military DC-4) and called "Sacred Cow." I think it is one of the "treasures" sitting out on the desert at the Pima County Air Museum, which is next to Davis-Monthan AFB in Tucson. They have several "Air Force One" presidential planes out there, as well as a replica Wright Flyer, which is displayed at ground level, so is easier to examine than the real one, which is in the Smithsonian NASM. That museum is a "must see." It's not as neatsy-keen and spiffy as the AF museum in Ohio or the NASM in DC, but they sure do have acres and acres (literally) covered with old airplanes and a few indoor displays that are very nicely done. Not too much in the way of radio equipment on display, and there might be opportunities for people who have collections of WWII military aviation electronics to work with the museum and set up a display.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com
